

BUFFALO GROVE ROAD IMPROVEMENTS

IL ROUTE 22 TO US ROUTE 45

FREQUENTLY ASKED QUESTIONS FROM THE VIRTUAL PUBLIC FORUM 01.24.2022—02.07.2022

For more project information, visit: lakecountyil.gov/BGR

WHY IS ANOTHER LANE NEEDED ON BUFFALO GROVE ROAD? HASN'T TRAVEL CHANGED FROM THE COVID QUARANTINE AND MOST PEOPLE ARE OR WILL CONTINUE TO WORK FROM HOME?

The Lake County Division of Transportation (LCDOT) must not only accommodate for present day conditions, but also plan for future traffic increases in the region as Buffalo Grove Road is a minor arterial with the purpose of moving regional and local traffic. When Buffalo Grove Road was first constructed, it was anticipated to be widened to four lanes in the future. As such, the existing roadway and sidewalk/multi-use path were placed to accommodate the additional thru lane with minimal impact to adjacent infrastructure.

The Chicago Metropolitan Agency for Planning (CMAP) is the agency that develops Travel Demand Models for the region based on socioeconomic conditions and public policy scenarios (comprehensive land use plans). The models take into consideration the interaction of proposed land use, population, employment and transportation infrastructure. The 2020 Average Daily Traffic (ADT) was 14,600 with a peak hour volume of 1,723 which warrants four travel lanes. CMAP projected the ADT to be 19,700 in year 2050.

In addition to traffic volumes warranting additional capacity, over the last five years, 50% of all crashes on Buffalo Grove Road were rear-end incidents. The occurrence of rear-end incidents on a roadway without stop signs or traffic signals, such as Buffalo Grove Road, reflects a congested roadway.

At the beginning of the pandemic, the nation saw a significant decrease in traffic which was attributed to many factors including working from home, reluctance to go out in public, etc. As the pandemic evolved, traffic volumes slowly increased and are currently back to pre-pandemic levels. There is still much to learn about the "new normal" for traffic, but regional studies and surveys are showing that working from home helps reduce the "peak hour" trips, but not to a level to warrant lane reductions.

MY HOUSE IS ADJACENT TO THE BUFFALO GROVE ROAD RIGHT-OF-WAY. WILL NOISE ABATEMENT MEASURES SUCH AS A NOISE BARRIER BE CONSTRUCTED?

LCDOT uses many fund sources in the development of our projects, including local, state and federal funds. Local and state funded projects, which is the majority of our projects, must follow state and local regulations established for those fund sources. Federally funded projects must also meet federal laws and regulations which adds additional requirements to a project. For instance, conducting a noise analysis to determine if noise walls are warranted is not a requirement for locally funded projects, but is required for certain types of federally funded projects.

The Buffalo Grove Road project was developed using local funds and, as such, noise analysis is not required nor included in the project scope. There are many items that affect the efficacy of noise walls including required gaps for driveways and sideroads, topography and character of the traffic. Also, noise walls typically only provide relief to the first couple rows of homes adjacent to the wall and only for the first floor of a structure. So, although there are noise wall installations placed on some local county highways, they are often more applicable to installation on limited access facilities such as interstate highways and expressways.

WITH THE ROUTE BEING EXPANDED FROM 2 TO 5 LANES, I HAVE CONCERNS THAT THERE WILL BE AN INCREASE IN SPEEDING AFTER THE PROJECT.

LCDOT has not observed a notable change in vehicle speeds, either increase or decrease, associated with a project that adds additional travel lanes. The speed at which motorists decide to drive is influenced by many factors including the road design and roadside characteristics. Factors like being in a residential area with many driveways and side streets, providing a more "urbanized" cross section with curb and reduced travel lanes help create a natural traffic calming effect and should have a positive influence on travel speeds.



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IT CAN BE DIFFICULT TO ENTER BUFFALO GROVE ROAD FROM SIDE STREETS. ARE NEW TRAFFIC SIGNALS PROPOSED WITHIN THE CORRIDOR?

A traffic signal to control intersection right-of-way requires specific traffic volumes on each roadway of the intersection. The existing and projected traffic volumes on the side streets do not meet the minimum volumes criteria. Existing Buffalo Grove Road as a single lane in each direction results in a steady stream of traffic and few gaps to allow for entering vehicles. Proposed Buffalo Grove Road with two lanes in each direction will accommodate the traffic demand and result in more frequent gaps.

THE PROJECT WILL ADDRESS FILLING THE SIDEWALK AND MULTI-USE PATH GAPS PARALLEL TO BUFFALO GROVE ROAD, BUT WITHOUT TRAFFIC SIGNALS AND DESIGNATED CROSSWALKS, HOW DO PEDESTRIANS AND BICYCLISTS GET ACROSS THE ROAD?

The intersections of Buffalo Grove Road with IL Route 22, Port Clinton Road-East and US Route 45 provide pedestrian crosswalks and push-button signals. Mid-block, unsignalized, pedestrian crossings could be considered at locations where state and federal guidelines are met. As these crossings are typically owned and maintained by the local municipality or township, LCDOT will continue to coordinate with the Villages of Buffalo Grove and Vernon Hills to determine where it may make sense to consider additional pedestrian crossings.

I WOULD LIKE TO SEE A CONTINUOUS BIKE LANE ON THE ROADWAY.

The corridor currently has a sidewalk and off-road multi-use path along a majority of the route; these facilities will be maintained. There are a few gaps in the existing non-motorized network that are planned to be completed as part of this project to provide continuous sidewalk and bike path from IL Route 22 to US Route 45 with connections to key destinations and other regional trails. The new roadway cross section also includes a bicycle-friendly shoulder between the travel lane and edge of curb; this provides space for more experienced bicyclists to comfortably travel on-road.

THE US ROUTE 45 INTERSECTION WITH BUFFALO GROVE ROAD/FAIRWAY DRIVE HAS MAJOR BACKUPS IN ALL DIRECTIONS. HOW IS THAT INTERSECTION BEING ADDRESSED FOR IMPROVEMENTS?

IDOT is completing the design plans for the corridor of US Route 45 from IL Route 60 to IL Route 22, including the intersection of Buffalo Grove Road/Fairway Drive with US Route 45. The IDOT US Route 45 project includes widening US Route 45 to two lanes in each direction, widening Buffalo Grove Road/Fairway Drive to two lanes in each direction to match the LCDOT improvement of Buffalo Grove Road and will also include additional turn lanes at the intersection of US Route 45 and Buffalo Grove Road/Fairway Drive. The construction is currently unfunded; however, LCDOT is working with IDOT to prioritize the intersection ahead of the larger US Route 45 widening project depending on funding availability.

STEVENSON HIGH SCHOOL TRAFFIC CAUSES LONG LINES OF TURNING CARS IN THE MORNING ON BUFFALO GROVE ROAD AND IN THE AFTERNOON ON PORT CLINTON ROAD-EAST. THESE LINES OFTEN BLOCK THRU-MOVING TRAFFIC. WHAT CAN BE DONE TO SHORTEN THESE LINES AND MOVE CARS THROUGH THE INTERSECTION BETTER?

Two thru lanes in each direction on Buffalo Grove Road will improve mobility along the corridor by providing the proper number of lanes to match the demand of traffic. This will help create more gaps in traffic flow to permit easier access from side streets. Additionally, the northbound right turn lane and southbound left turn lanes on Buffalo Grove Road at Port Clinton Road-East will be lengthened; dual left turn lanes will also be provided on Port Clinton Road-East to better accommodate the demand. With this improvement, the signal timing will be adjusted and better balanced between the two roadways.

WHEN WILL THIS PROJECT BE CONSTRUCTED?

At this time, a proposed improvement will be constructed in 2025, depending on the availability of funds and project readiness for construction.



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